

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Ukrainian SSR and RSFSR)

REPORT

SUBJECT 1. City of Lyuboml
2. City of Saratov

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Lyuboml (N 51-15, E 24-00)

1. The Soviet frontier guard kept a careful check on the Polish border near Lyuboml. Watchtowers were located at frequent intervals along the border and numerous watchdogs were in use. A plowed strip along the border was raked each day so that footprints of persons crossing the border illegally could be detected.

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2. There were two military units in Lyuboml, both of which were stationed along the road from Lyuboml to the village of Vishnev. The rifle regiment was stationed on the right side of the road to Vishnev, and an artillery unit was stationed on the left side in the same area. Since 1956, this artillery unit had been referred to as an artillery regiment. Both units were subordinate to divisional headquarters in Vladimir-Volynskiy (N 50-51, E 24-20). The rifle regiment was rumored to have been reinforced. Officers and subunits that had been stationed at Lyuboml were posted to Poland and to Germany.

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3. The training area and firing range used by the units stationed in Lyuboml was located in the vicinity of the village of Lesniaki, which had been evacuated by its inhabitants. There was only one building in the training area and it served as a store.
4. Until 1956, a radar unit was stationed in Lyuboml, in an open field near the building of the Raypolkom. The unit subsequently was moved to the Zapole village, about four or five kilometers from Lyuboml on the road to Opalin.
5. A large-scale-housing project was under construction in a forest in Cherkask², about three or four kilometers west of Kovel on the road from Lyuboml. Underground structures were rumored to have been under construction at this site, but their function was not known.

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	FBI		NIC	X		
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S-E-C-R-E-T

Saratov (N 51-34, E 46-02)

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6. Plant 105 (Formerly No. 306) was located near the streetcar station (tretaya dachnaya ostanovka) and produced Saratov electric refrigerators.
7. A factory for gas appliances (such as ranges, stoves, and industrial installations) was located at 20 ulitsa Let Viksm, at the corner of Universitetskaya ulitsa near the railroad station.
8. The N.I. Institute (Nauchno-issledovatel'skiy Institut), located in the Dachnaya area between the streetcar stops (referred to as pyataya dachnaya ostanovka), was engaged in top secret research work, allegedly in the field of electronics.
9. The site once occupied by the Skhi Agricultural Institute had become a military cantonment for infantry, artillery, and tank units. This was also the location of a school for tank personnel.
10. The oblast military commissariat was located in a one-story building on Pugachevskaya ulitsa.
11. A hospital for contagious diseases was located on the outskirts of the city, in the Volzhskiy rayon. A hospital for mental diseases was located in the Stalinskiy rayon.
12. The old harbor of the Volga had not undergone any change in the postwar period. In early 1957, construction work was begun on a new freight harbor about one-half kilometer south of the old port.
13. A television station was located on Sadovaya ulitsa. It had been under construction since mid-1956.
14. All streetcar lines originated at the Volga harbor area except lines three and seven which started at the central market and proceeded to the dacha area. The following lines originated at the port:
 - a. No. 13 line, which went to the center of town.
 - b. No. 14 line, which went to the railroad station.
15. The interurban bus station was located on Sennaya ploshchad.
16. Points of special interest, keyed to the legend of a Saratov sketch map (cf Attachment 2, page 3), are listed below:
 7. Fire brigade.
 17. Transport office No. 42.
 19. KGB officers' school, a former border guard officers' school.
 22. Gas appliances factory.
 23. Prison.
 37. Barracks on ploshchad imeni Frunzy.
 42. Volga hotel.
 51. Party school.
 54. Party club.
 55. Industrial bank.
 57. Planetarium.
 59. Pravoslav church.

Streets

- C. Pugachevskaya
- D. Gogola
- F. Kirpichnaya
- L. VLKSM
- N. Mikhaylovskaya
- O. Sakko i Vantsetti
- R. Shevchenko
- S. Michurina
- T. Ulyanova
- W. Khmel'nitskaya

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50X1-HUM

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50X1-HUM

7. The following reports on Lyuboml and Saratov

Att. No. 1: An eight-page report on the city of Lyuboml and vicinity with a legend and sketch. This report describes military installations, railroad facilities, a housing project, a hospital, and gives biographic data on some of the residents.

Att. No. 2 An eight-page report on the city of Saratov with a legend and sketch. The report locates industrial installations, public buildings, railroad facilities, and streets.

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2. Comment: Possibly Cherkassy Volynskiye. Stantsiya, at N51-14, E24-38.

S-E-C-R-E-T

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COUNTRY: USSR (Ukrainian SSR, Volyn Oblast)
SUBJECT: The City of Lyuboml

1. In early 1957, Lyuboml [approx. N51-15, E24-00], a rayon center in the Volny oblast, had a population of between 15,000 and 20,000. The majority of the inhabitants were Ukrainians, while about 25 percent were Russians who had settled there after World War II. 50X1-HUM
2. Until 1955, Lyuboml, located only 18 kilometers from the Polish border, was classified as a border town, and the inhabitants of Lyuboml and environs had a special stamp affixed to their identity cards which bore the number "2". Also prior to 1951, the frontier guards used to check the identity of all persons arriving by rail, and check posts were positioned along the

SECRET

50X1-HUM

SECRET

Page 2

Lyuboml/Kovel [N51-13, E24-42] road. Joint Militia and frontier guard patrols would inspect private homes for strangers without permits, especially during the night and on the days preceding the first of May and the anniversary of the October Revolution. This border regime was abolished in 1955. The specially marked identity cards were exchanged for regular ones, and the restrictions on entry into the town, by rail or road, were lifted. Except for routine examination of suspicious persons, the checks within the town were also discontinued.

3. Yagodzín was the border station proper and the terminal of the railroad line. There was only a narrow gauge railroad line between Koval and Yagodzín prior to 1957, at which time a broad gauge parallel track was added. Polish railroad workers would often enter the Yagodzín station on Polish trains destined for the Soviet Union. The freight transhipped at this station and destined for the USSR consisted mainly of cement.
4. Numerous frontier guard units were stationed in Lyuboml until 1955, after which their number was reduced. The special frontier

SECRET

50X1-HUM

SECRET

50X1-HUM

Page 3

guard hospital was closed, and the troops were transferred to the border itself. Only their headquarters remained in the city, in a new three or four-story building constructed for this purpose in the vicinity of the Rayon Council (Rayspolkom) building. Before the construction of the new building, the frontier guard headquarters had been housed in the former Polish law court which, when vacated, was placed at the disposal of a Ukrainian school.

5. The Soviet frontier guard kept a careful check on the Polish border. Watchtowers were located at frequent intervals along the border and numerous watchdogs were in used. A plowed strip along the border was raked each day so that footprints of persons crossing the border illegally could be detected.
6. There were two military units in Lyuboml, both of which were stationed along the road from Lyuboml to the village of Vishnev. The Rifle Regiment [] was stationed on the right-hand side of the road to Vishnev, and an artillery unit was stationed on the left-hand side in the same area. Since 1956, this artillery unit had been referred to as an artillery regiment. Both units

50X1-HUM

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50X1-HUM

SECRET

50X1-HUM

Page 4

were subordinate to Divisional Headquarters in Vladimir Volynskiy [N50-52, E24-18]. The rifle regiment was rumored to have been reinforced. Officers and subunits who had been stationed at Lyuboml were posted to Poland and to Germany.

7. The training area (poligon) and firing range used by the units stationed in Lyuboml was located in the vicinity of the village of Lesniaki, which had been evacuated by its inhabitants. There was only one building in the training area and it served as a store.
8. Until 1956, a radar unit was stationed in Lyuboml, in an open field near the building of the Raypolkom. The unit subsequently was moved to the Zapole village, about 4 or 5 kilometers from Lyuboml on the road to Opalin.
9. A military hospital was located in a large one-story wooden building on ulitsa Vladimireskaya, near the grain stores (zagotserno).
10. A large-scale housing project was under construction in a forest in Cherkask, about 3 or 4 kilometers west of Koval on the road from Lyuboml. Underground structures were rumored to have been under construction at this site, but their function was not known.

SECRET

50X1-HUM

SECRET

Page 5

11. The Lyuboml District Hospital had about 100 beds and included a tuberculosis ward.
12. In early 1957, there was a shortage of certain foodstuffs in Lyuboml. These included sugar, grain, and bread.
13. The following persons were reported:
 - a. Lt. Colonel Babkin (fm), deputy commander of the artillery regiment in Lyuboml, in charge of supplies, until 1957
 - b. Lt. Colonel Belovsov (fm), deputy commander of the artillery regiment in Lyuboml, in charge of technical matters,
 - c. Ivan Ivanovich Diachuk, commandant of the MGB in Lyuboml for many years

SECRET

SECRET

50X1-HUM

Page 6

- d. Colonel Krishchenko (fmu), MD commander of the
Lyuboml military hospital

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- e. Lt. Colonel Lakimov (fmu), deputy commander
of the rifle regiment in Lyuboml, in charge
of political matters, until 1956, at which
time he became deputy chairman of the district
executive committee (rayspolkom)

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- f. Colonel Matusovski (fmu), commandant of the
district Militia,

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- g. Aleksander Alekseyevich Maykovskiy, first
secretary of the district Party Committee
since about 1953

50X1-HUM

SECRET

50X1-HUM

50X1-HUM

Page 7

- h. Colonel Pavlenko (fmu), commander of the rifle
regiment [redacted] in Lyuboml until 1956 [redacted]

50X1-HUM

- i. Anna Grigorevna Podolskaya, director of the
district health office (rayzdrav) [redacted]

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- j. Lt. Colonel Leonid Podolskiy, deputy commander
of the rifle regiment [redacted] in Lyuboml

50X1-HUM

- k. Captain Poleshchuk (fmu), assistant to the
deputy of the rifle regiment [redacted]

50X1-HUM

SECRET

50X1-HUM

SECRET

Page 8 50X1-HUM

1. Lt. Colonel Tarasov (fmu), deputy commander
of the rifle regiment [redacted] in charge
of supplies, until 1957 [redacted]

50X1-HUM

- m. Ludmilla Yurchuk (female), secretary of the
district executive committee [redacted]

50X1-HUM

- n. Zhuravel (fmu), district prosecutor (rayprokuror)
until 1957 [redacted]

50X1-HUM

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50X1-HUM

Attachment

Legend to Sketch of Iguboml

- I. ulitsa Lenina.
 - II. ulitsa Khelmskaya.
 - III. Central square at street intersection in the center of town.
 - IV. ulitsa Matseyovskaya.
 - V. ulitsa Radianskaya.
 - VI. ulitsa Korotkaya.
 - VII. ulitsa Vladimirskaia.
-
1. Pravoslav Church.
 2. District Hospital.
 3. Forestry Administration (Leskhoz).
 4. District Party Committee (Raykom) and District Executive Committee (Rayspolkom).
 5. Frontier Guard Headquarters.
 6. District Military Commissariat (Rayvoenkomat).
 7. City Military Komandatura.
 8. District Shop (Raymag).
 9. Restaurant.

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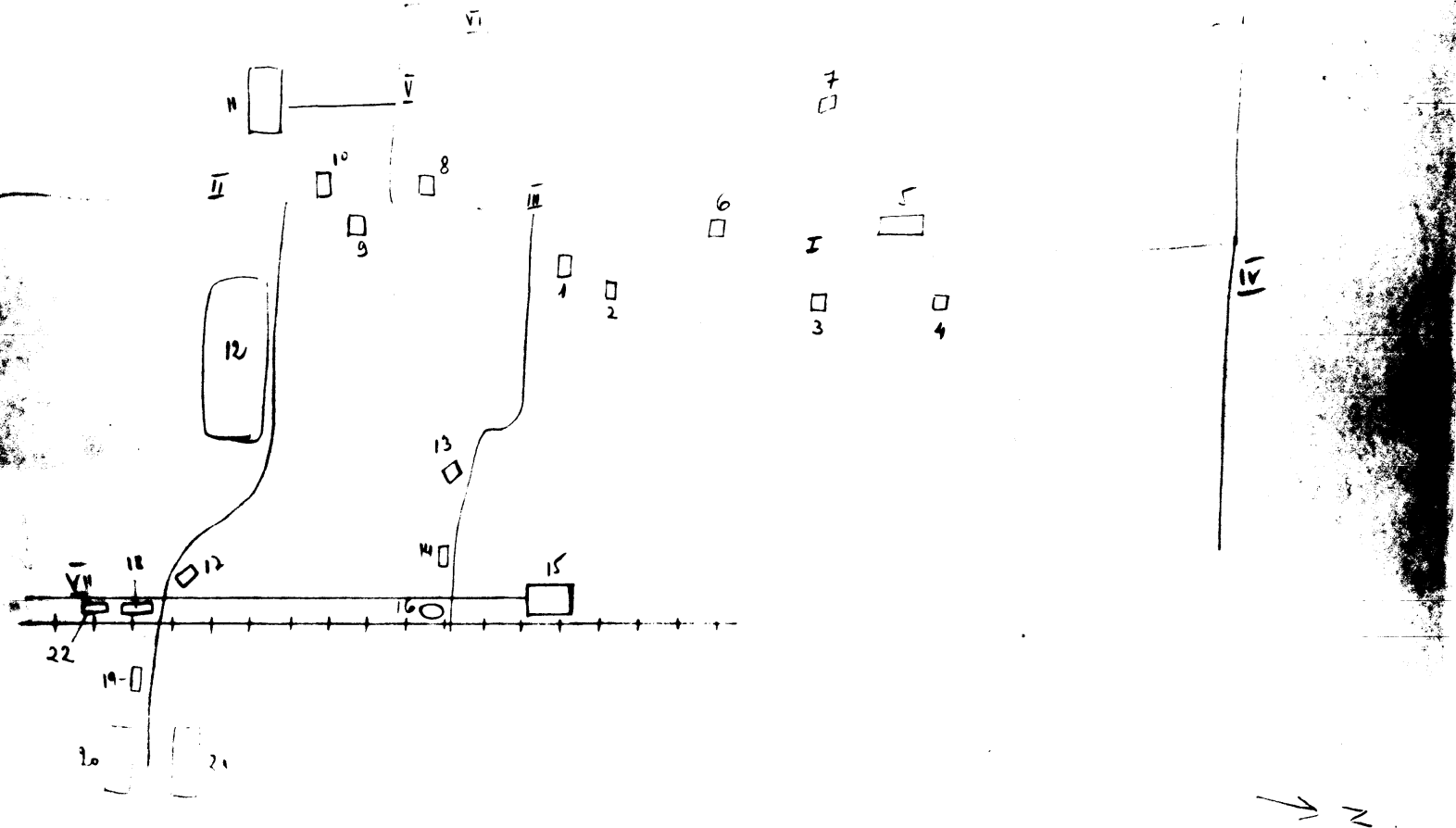
Page 2 of Attachment

10. Movie Theater.
11. Offices of the District Militia, MGB, and District Prosecution.
12. City Market.
13. State Bank (Gosbank).
14. Post Office.
15. Lyuboml Railroad Station.
16. Fuel Depot (Neftbaza).
17. Quarters for married officers.
18. Grain Stores (Zagotserno).
19. Fodder Store (Zagotseno).
20. Barracks of the rifle regiment [REDACTED].
21. Barracks of the artillery regiment.
22. Military Hospital.

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Attach # 2

50X1-HUM

COUNTRY: USSR (Saratov Oblast)

SUBJECT: The City of Saratov

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General

1. In early 1957, Saratov [N51-34, E46-02] was divided into the following rayoni: Kirovskiy, Stalinskiy, Leninskiy, Oktiabrskiy, Frunzenskiy, and Volzhskiy. The Leninskiy rayon was Saratov's development area. Housing projects for industrial workers as well as for the local inhabitants were under construction there, the latter near the outskirts of town on the road to Volsk [N52-03, E47-247].

Industrial Enterprises

2. The Kombain Aircraft Factory, known as Plant 292 during the war, was located on Ordshenikidze Square in the Stalinskiy rayon.

SECRET

50X1-HUM

50X1-HUM

Page 2

The factory could be reached by streetcar No. 1, which had its terminal at the Volga River passenger port. During the war, the factory produced FLASHLIGHT (YAK) aircraft; it probably continued to do so (no details).

3. During the war, Plant 213, located on ulitsa Vtoraya Sadovaya in the Kirovskiy rayon, was a branch of Plant 292 and produced wings (?) for the FLASHLIGHT aircraft.¹
4. The Automobile Battery Factory (Akomulatornyi Zavod), designated 236 during the war, was located 500 meters behind the railroad station.
5. In early 1957, Plant 614 produced tractor spare parts, among other items. The plant was located on ulitsa Astrakhanskaya and surrounded by residential buildings, making expansion impossible.
6. Plant 105 (formerly No. 306) was located near the streetcar station (tretiyaya dachnaya ostanovka) and produced Saratov electric refrigerators.
7. A cog wheel factory, the former Plant 44, was located near the Kombain Plant (the former Plant 292).

50X1-HUM

Page 3

8. In early 1956, work was begun on the construction of a glass factory near the exit from one of Saratov's suburbs, about 1,500 meters to the left of the road to Volsk.
9. A factory for gas appliances, such as ranges, stoves, and industrial installations, was located at 20 ulitsa Let Viksm, at the corner of ulitsa Universitetskaya near the railroad station.
10. The N.I. Institute (Nauchno Issledovatel'skiy Institut), located in the Dachi area between the streetcar stops referred to as Piataya Dachnaya Ostanovka, was engaged in top secret research work, allegedly in the field of electronics.

Military Installations

11. An infantry officers school (pekhotnoe uchilishche) was located on the road to Volsk, near the Pervaya Dachnaya Ostanovka streetcar station.
12. The site once occupied by the Skhi Agricultural Institute had become a military cantonment for infantry, artillery, and tank units. This was also the location of a school for tank personnel.

SECRET

50X1-HUM

50X1-HUM

Page 4

13. The oblast military commissariat (oblvoyenkomat) was located in a one-story building on ulitsa Pugachevskaya.
14. Infantry barracks, consisting of a group of buildings, were located on ulitsa Lenina, near the exit from the railroad station.

Public Institutions

15. The Municipal Council (Gorsoviet) and the City Party Committee occupied a building at the intersection of ulitsa Pervomayakaya and ulitsa Radishchevskaya.
16. The Oblast Executive Committee (Oblastnoy Ispolnitel'nyi Komitet) and the Oblast Party Committee (Obkom) were located near the center of ulitsa Sovetskaya.
17. The State Bank occupied a two-story building, enclosed by an iron fence, at the beginning of ulitsa Sovetskaya (low house number).
18. The university was located on ulitsa Lenina. A new wing, serving as a library, was added in 1956.
19. The main post office, the telephone exchange, and the local telegraph office were located in a three-story building at the

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50X1-HUM

Page 5

intersection of ulitsa Lenina and ulitsa Chapayeva. The building had been constructed in 1924.

20. The Agricultural Institute occupied a four-story building at the corner of ulitsa Pervomayskaya and ulitsa Radishcheva, near the offices of the City Executive Committee (Gorispolkom).
21. The Oblast MVD Administration was located on ulitsa Vol'skaya. Across the street and facing the MVD were the offices of its visa and registration section (otdel viz i registratsyi) for foreign nationals.

Medical Institutions

22. Municipal Hospital No. 1 (Pervaya Sovetskaya Bolnitsa) occupied 12 to 15 buildings on ulitsa Krasnaya.
23. Municipal Hospital No. 2 (Vtoraya Sovetskaya Bolnitsa) occupied 15 to 20 buildings in a special quarter known as Clinical Compound (Klinicheskiy Gorodok).
24. A hospital for contagious diseases (infektsionnaya bolnitsa) was located on the outskirts of the city, in the Volzhskiy rayon.
25. A hospital for mental diseases was located in the Stalinskiy rayon.

SECRET

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Public Utilities

26. There were two electric power stations in Saratov. One, the TES-1, was located in the vicinity of the Kombain Plant, while the other, TES-2, was in the Stalinskiy rayon. A new power station, the TES-2 was due to begin operations in mid-1957. There was a shortage in Saratov of electric power for industrial use and, because it was strictly rationed, each plant had to cease operations one day a week. The schedule was fixed on a regional basis. There was no restriction, however, on the use of electricity for lighting.
27. The old harbor of the Volga had not undergone any change in the postwar period. In early 1957, construction work was begun on a new freight harbor about 1/2 kilometer south of the old port.
28. The Saratov civilian airfield was located in the vicinity of the military cantonment [see paragraph 12 above]. The runways were not paved; they were covered with turf. Transport was provided by twin-engined aircraft, and the traffic was quite heavy, particularly in summer. There was a small passenger terminal composed of a waiting room, a booking office, and an office.

29. A single-track railroad line crossed the Volga bridge. There was nothing to indicate any intention of laying a second track.
30. A television station was located on ulitsa Sadovaya. It had been under construction since mid-1956.
31. Local transportation facilities consisted of streetcars and trolleybuses, the latter for the main streets of the town. Thus, a trolleybus line had replaced the old streetcar line on ulitsa Lenina. All streetcar lines originated at the Volga harbor area except lines Nos. 3 and 7, which had their starting point at the central market (tsentralniy rinok) and proceeded to the Dachi area. The following lines originated at the port:
 - a. No. 1 line, which proceeded to the Kombain plant.
 - b. No. 2 line, which went beyond the Kombain plant to the Oil Cracking Plant.
 - c. No. 10 or No. 11 line, which proceeded to the military cantonment in the Skhi area.
 - d. No. 13 line, which proceeded to the center of town (verkhniy rinok).
 - e. No. 14 line, which proceeded to the railroad station.

AttachmentLegend to Sketch of Saratov

1. Infantry Officers School.
2. Plant 213.
3. Zootechnical Institute.
4. Rubber Products Factory No. 702.
5. Automobile Repair Plant.
6. Transport Depot for trucks, with filling station.
7. Fire brigade.
8. Streetcar depot (trampark).
9. Railroad station.
10. Plant 250.
11. Battery Factory (formerly Plant 236).
12. University Clinic.
13. Molotov Road Machinery Factory.
14. Railroad Car Repair Plant.
15. Locomotive Repair Shop.
16. Plant 614.
17. Transport Office (avtokolonna) No. 42.
18. The Zvezda Plant, a military sheet-iron products factory.

50X1-HUM

Page 2 of Attachment

19. MGB Officers School, a former border guard officers school.
20. Kruskaya Hosiery Factory.
21. Chernishevskiy University.
22. Gas Appliances Factory (Zavod Gazovoy Aparatury).
23. Prison.
24. Machine Tool Factory (Stankostroitelny Zavod).
25. Edible Oil Mill No. 1.
26. Mechanical Plant and Foundry (Volzheskiy Liteyno-Mekhanicheskiy Zavod).
27. Edible Oil Mill No. 2.
28. Streetcar and trolleybus depot.
29. Yablochkov Electromechanical Technical Institute.
30. Militia Station No. 1.
31. Pobeda Movie Theater.
32. Market and department store.
33. Agricultural Mechanization Institute.
34. City Militia Headquarters.
35. Youth stadium
36. Municipal Hospital No. 1.

SECRET

50X1-HUM

Page 3 of Attachment

50X1-HUM

37. Barracks on Frunze Square.
38. Wood Products Factory (DOK).
39. Sargres Power Station.
40. Military Club (Dom Armii).
41. Tsentralniy Movie Theater.
42. Volga Hotel.
43. Editorial offices and printing press of the newspaper, Komunist.
44. Verkhniy Bazar (market).
45. Suvorov Cadets School.
46. Udarnik Movie Theater.
47. Opera House (Operniy Teatr).
48. Radishchev Art Gallery.
49. One of the university faculties.
50. The site of a former militia school, now closed down.
51. Party school.
52. Moskva Hotel.
53. Gorsovet and Gorispolkom.
54. Party Club (Part Kabinet).
55. Industrial Bank (Prombank).

SECRET

50X1-HUM

Page 4 of Attachment

50X1-HUM

56. Oblast MVD, KGB, and Militia directorates.
57. Planetarium.
58. Railroad Directorate.
59. Pravoslav Church.
60. Volga River Passenger Port.
61. Unknown.
62. MVD foreign nationals visa and registration section (OVIR).
 - A. ulitsa Chernyshevskaya.
 - B. ulitsa Sadovaya.
 - C. ulitsa Pugachevskaya.
 - D. ulitsa Gogola.
 - E. ulitsa Nizhnaya.
 - F. ulitsa Kirpichnaya.
 - G. ulitsa Sokolovaya.
 - H. ulitsa Komsomolskaya.
 - I. ulitsa Dzerzhinskovo.
 - J. ulitsa Lenina.
 - K. ulitsa Pervomayskaya.
 - L. ulitsa V.L.K.S.M.

SECRET

50X1-HUM

Page 5 of Attachment

- M. ulitsa Kirova.
- N. ulitsa Michaylovskaya.
- O. ulitsa Sakko i Vantsetti.
- P. ulitsa Sovetskaya.
- Q. [Inadvertently omitted].
- R. ulitsa Shevchenko.
- S. ulitsa Michurina.
- T. ulitsa Ulyanova.
- U. ulitsa Rabochaya.
- W. ulitsa Khmelnitskovo.
- X & Y [Inadvertently omitted].
- Z. ulitsa Pugachevskaya.

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50X1-HUM

Page 8

32. The interurban bus station was located on Sennaya Ploshchad.

33. Attached is a legend and sketch of the city of Saratov.

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